ಮೈಸೂರು ವಿಧಾನಸಭೆ

MYSORE LEGISLATIVE ASSEMBLY

Tuesday, 11th March 1969

The House met in the Assembly Chamber, Vidhana Soudha, Bangalore, at One of the Clock.

MR. SPEAKER (Sri S. D. KOTHAVALE) in the Chair.

STARRED QUESTIONS

(to which Oral Answers were given)

Operation of Buses from Gulbarga Depot

531. Sri D. B. KALMANKAR (Aland).—

Will the Minister for Transport be pleased to state :—

(*a*) the number of buses plying daily from Gulbarga Depot and the number of them are late on average during the last one month ;

(*b*) the reasons for the same ;

(*c*) whether they are aware that most of the buses are mechanically in worst condition due to non-supply of spare parts and tools and utter lack of supervision ;

(*d*) whether the supply of buses is far less than the required number of schedules ; if so, how many buses are needed to make up the gap ;

(*e*) whether there is no sufficient number of mechanics and helpers in Gulbarga Bus Depot due to which there is failure of buses on roads and also accidents causing inconvenience and dealy to the passengers ;

(*f*) the steps the M.S.R.T.C. proposes to take to put the Gulbarga Bus Depot in order in the interest of travelling public ;

(*g*) whether it is not a fact that no new buses are provided to Gulbarga bus depot ; if so, the action the M.S.R.T.C. propose to take to replace the present old ones ?

Sri MOHAMED ALI (Minister for Transport).—

(*a*) During December 1968, on an average 55 buses operated from Gulbarga Depot daily. These buses operated 178 trips per day and out of these about 21 trips departed late on an average.

(*b*) The late departures were due to the following reasons :—

(i) Mechanical trouble.
(ii) Late reporting of crew.
(iii) Late arrivals from previous schedule.

(*c*) No.

(*d*) No.

(*e*) No.

(*f*) The working of the Gulbarga Depot is being reviewed periodically along with the working of the other depots at the meeting of Depot Manager and also by the Inspecting Officers during inspection tours. Follow up action is taken to set right deficiencies noticed.

(*g*) No. In fact new buses have been provided.

Sri D. B. KALMANKAR.—May I know how many new buses are there in Gulbarga Depot out of 55 ?

Sri MOHAMED ALI.—Sir, in the year 1967, 12 new buses have been introduced and in 1968 about 14 have been introduced.

Sri D. B. KALMANKAR.—May I know how many accidents have taken place in that year due to which buses are broken ?

Sri MOHAMED ALI.—I do not have that information with me Sir.

Sri D. B. KALMANKAR.—It is answered that the late departure of buses is due to mechanical troubles; may I know whether it is a fact that it is because buses are old ?

Sri MOHAMED ALI.—Mechanical trouble means, mechanical troubles. On account of failure of machine, it so happened that on six occasions buses were not able to ply in time.

Sri J. P. SARWESH.—Having in view the fact that Gulbarga Division is making good profits, will the Government assure the House that this year at least they will introduce new buses ?

Sri MOHAMED ALI.—The whole difficulty is, that we have allowed depreciation at the rate of 10 per cent, at the time of purchase when the cost of a bus was hardly Rs. 40,000. But today, as against that depreciated value of Rs. 40,000 we have to spend Rs. 80,000 to replace a bus. It has become a problem. To the extent possible, we will try to replace old buses.

Sri G. CHANDRAKANTH.—Is it not a fact that you are taking new routes and therefore you are feeling the shortage of new buses ?

Sri MOHAMED ALI.—Sir, new routes have to be taken up under nationalisation scheme and we will take up new routes as and when the

financial position of the Road Transport Corporation becomes more definite under the Fourth Plan.

Sri G. CHANDRAKANTH.—My question is not with regard to nationalisation of routes. I am asking whether this difficulty has not arisen because you are taking up new routes ?

Sri MOHAMED ALI.—Sir, the number of schedules in Gulbarga has risen from 150 to 218 and we have made all the necessary arrangements for vehicles which are required for the operation of 218 schedule.

ಶ್ರೀ ಎಂ. ನಾಗಪ್ಪ.—ತಾವು ಈಗ ಮೂರು ಕಾರಣಗಳನ್ನು ಕೊಟ್ಟಿದ್ದೀರಿ. ಒಂದು ಯಾಂತ್ರಿಕ ತೊಂದರೆ, ಎರಡನೆಯದು ಕೆಲಸಗಾರರು ತಡವಾಗಿ ಕೆಲಸಕ್ಕೆ ಹಾಜರಾಗುವುದು, ಮತ್ತು ಮೂರನೆಯದು, ಹಿಂದಿನ ಬಸ್ಸುಗಳು ವಿಳಂಬವಾಗಿ ಬರುತ್ತಿರುವುದು. ಇವುಗಳನ್ನು ದೂರ ಮಾಡುವುದಕ್ಕೆ ಸರ್ಕಾರದವರು ಏನಾದರೂ ಕಾರ್ಯಕ್ರಮಗಳನ್ನು ತೆಗೆದುಕೊಂಡಿದ್ದಾರೆಯೇ, ಹಾಗೆ ತೆಗೆದುಕೊಂಡಿದ್ದರೆ ಯಾವ್ಯಾವ ಕ್ರಮಗಳನ್ನು ತೆಗೆದುಕೊಂಡಿದ್ದೀರಿ ?

Sri MOHAMED ALI.—One thing came to the notice of the Corporation that the Depot Manager was negligent in arranging for the operation of the services. He has been placed under suspension for negligence.

Construction of Reservoir to Votehalla near Channenahalli

545. Sri K. P. CHIKKE GOWDA (Sakleshpur).—

Will the Chief Minister be pleased to state :—

(*a*) whether the estimate for construction of a 'reservoir' to 'Votehalla' near Channenahalli for Rs. 5 lakhs has been sanctioned by the Government, if not the reasons thereof;

(*b*) action taken to sanction the same expeditiously ?

Sri D. PARAMESHWARAPPA (Deputy Minister for Major Irrigation and Electricity) [On behalf of SRI VEERENDRA PATIL (Chief Minister)].—

(*a*) No such scheme has been investigated.

(*b*) Does not arise in view of reply to (*a*) above.

ಶ್ರೀ ಕೆ. ಪಿ. ಚಿಕ್ಕೇಗೌಡ.—(ಅ) ಉತ್ತರದಲ್ಲಿ ಅಂಥ ಯಾವ ಯೋಜನೆಯನ್ನೂ ಪರಿಶೀಲಿಸಿರುವುದಿಲ್ಲವೆಂದು ಹೇಳಿದ್ದೀರಿ. ಅದು ನುಮಾರು 5 ವರ್ಷಗಳ ಹಿಂದೆಯೇ ಸರ್ವೆಯಾಗಿದೆ, ಇನ್‌ವೆಸ್ಟಿಗೇಶನ್ ಆಗಿದೆ. ಹಾಗಿದ್ದರೂ ಇದಕ್ಕೆ ಆ ರೀತಿ ಉತ್ತರ ಕೊಡುವುದಕ್ಕೆ ಕಾರಣವೇನು ?

†ಶ್ರೀ ಡಿ. ಪರಮೇಶ್ವರಪ್ಪ.—ಪ್ರಶ್ನೆ ಇರುವುದು, ವೋಟೆ ಹಳ್ಳಕ್ಕೆ ಜರಾಶಯವನ್ನು ನಿರ್ಮಿಸುವುದಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ 5 ಲಕ್ಷ ರೂಪಾಯಿಗಳ ಅಂದಾಜಿನಲ್ಲಿ ಒಂದು ಯೋಜನೆಯನ್ನೇನಾದರೂ ತಯಾರು ಮಾಡಿದ್ದಾರೆಯೇ ಎಂದು. ಅದಕ್ಕೆ ಉತ್ತರ ಅಂಥ ಸ್ಕೀಂ ಯಾವುದನ್ನೂ ಇನ್‌ವೆಸ್ಟಿಗೇಟ್ ಮಾಡಿಲ್ಲ. ಎಂದು ಹೇಳಿದೆ.

Across Vote Halla, there is a proposal for constructing a reservoir, in Belur Taluk which is capable of irrigating about 13,000 acres at a

†indicates that remarks or speeches have not been revised by the member concerned.